Ministerial Difficulties England.

Rarl Russell Handled Without Gloves by the English Press.

The Alabama Complication the Only Excuse for His Premiership.

Palmerston Buried by the Side of Pitt and Fox.

NEW STEAM LINE TO AMERICA.

wived at this port yesterday, with details of European news to the 25th of October.

have made known their intention of taking part in a for the purpose of studying the means of venting or repressing the cholera, are Austria, Prus-Spain, Portugal, the Roman States, Bavaria, Saxony, Wurtemberg, the Hanscatic Towns, Denmar Sweden, Belgium, Holland, Greece and Baden.

ment of Captain Hall that he had come upo of the Franklin expedition, and that he hoped ue some of the survivors, has called forth a lette Captain W. Parker Snow, who commanded the Arc-iscovery yacht Endeavor in 1851. Captain Snow erts that the whole of that statement is "an almo ering" of certain theories published by him "A pamphlet," says Captain Snow, "issued by adon, and a paper I read before the Oxford setting of the British Association for the Advancement of Science, contain essentially what he now puts forth, as to Crozier and the locality of Neitchillee.

ef Science, contain cessmally what he now puts forth, sepecially as to Cruzier and the locality of Netchille.

Bough Handling of the New Premier

**From the Landon Times, Ohe. 3.1

In our eyes it is no recommendation to Lord Russell was the present of Premier, but quite the contrary, that he was been in 17 From the Landon quite the contrary, that he was been in 17 From the Landon quite the contrary, that he was been in 17 From the Landon to Lord Russell was never distrugibled by that vitor of body and that extiberant cleaticity of animal sprits which distinguished Lord Palmeration. The latter within a thort time of his decease, while the greatest sampler of Lord Russell was never distrugibled by that vitor of body and that extiberant cleaticity of animal sprits which distinguished Lord Palmeration. The latter within a thort time of his decease, while the greatest sampler of Lord Russell will hardy maintain that he had can be a supposed. The latter within a thort time of his decease, while the greatest sample of the contract of the body lond of the latter of th to form a government out of whatever elements are leaders of the liberal party choose to compound together, but it deserves very serious consideration how far the Premiership of Lord Russell in likely to continue to us the advantages that we have enjoyed under the leadership of Lord Faimerston, who ageer failed a friend or a party, or allowed his ambition for one moment to transgress the limits of propriety.

party, or allowed his ambilion for one moment to transgrees the limits of propriety.

RUSSELL AND THE AMERICAN QUESTION.

[From the London Times, Oct. 25.]

We have to nettle affairs with America to our mutual adiafact on, and Lord Russell has his hand in it. That is, the main, perhaps the only reason, why he should be Premier. Viewed in this light he is a necessity. Like medicine, the nation must take him, even though it has as a vary face. He knows all the ins and outs. He has a reputation which would be lest either by base compliance or by a needless war. Our general ground in the politics of the world has been cleared lately, and we cannot pretend to say that our hands are too full, and that we must purchase peace by submission. Nor is there any postponement. Now or never is the time. In the face of such an emergency there was no possible choice but to see the government handed over by the simple law of official succession to be man next in power and actualty at the whoel. We may, indeed, be thankful that the writer of these voluminous letters is in a position to carry out their reasoning to its results. But a word to university gestlemen and patriots or saints indulging in lefty aspirations at the fireside or in the green fields. Is it the prize of all prizes, the summit of earthly ambition, to be engaged in a daily tussle of arguments, precedents and authorities with the interminable Mr. Seward upon a question involving, not remotely, the lives, may be, of millions, and the hone, not to say safety, of this whole empire? But let that pase. The country, through her Majesty, and with scarcely a choice in the matter, has engaged a man of the longest experience and the highest note for a difficult emergency in our foreign relations. That is the simple fact. If Lord Russell succeeds he will show that he has a claim to the further confidence of his countrymen. If he fails he may or may not be charitably judged, but he will ecase to be Premier.

Rinisterial Difficulties.

(From the London Shapping Gazette.)

Risema to be generally thought absolutely necessary to increase the strength of the government in the Lower House. Presuding, as seems certain, that Lord Russell will be Premier and Lord Clarendon Foreign Secretary, and that the chancellombin of the Duchy of Lancaster will be conferred upon a commoner, there will be eight members of the Cabinet in the Upper House and seven in the Lower. This arrangement, even as regards numbers, its-suntirely out of the proportion that enably exists between the two Chambers. But when we inquire into the posts respectively held by members of the Upper and Lower Houses the disproportion is seen to be infinitely greater. The Fremier, the First Lord of the Admicalty, the Minister of War and Foreign Secretary will all be parts and their important functions dischanged in the Lower House by such second rate mean as Lord Clarence Paget, the Marquis of Hastington and Mr. Layard. In fact, of the whole seven assummences who are members of the Cabinet they is but one of distrate ability or influence; and of those who are not Cabinet councillors Sir Roundell Paimer is the saly speaker competent to do battle with such men as Mr. Distract, Sir Hugh Cairns, Lord Stanley, there are not as Mr. Distract, Sir Hugh Cairns, Lord Stanley, there are Poet, Mr. Whiteside, Sir E. B. Lytton and Visseouth Cambourne. The conservatives have deprived the government of two of its abiest debaters, Mr. Stansfeld and ir. Lowe, and It will De difficult to supply their places. Neverthaless, Jo find new men is necessary for the erustence of the Cabinet, eyon though it should involve a reconstruction of the Cabinet. Hugh claim is the subset of the administration, which that nobleman could starcely, however, have been expected to accept. The probable appointment of Earl Granville to the embassy at Paris will make confidentive to that end, and an offer has been made to Lord Stanley to join the administration, which that nobleman could starcely, however, ha

Now Palmerston was Burieds
The fact of the interment of Lord Palmerston in Westminder Abbey on the 27th all has been briefly announced by tele wash. The London papers of the 25th
Couber give the following particulars as to the funeral

The easing will an extra particulars as to the funeral arrangements.—

The apot new ted. 'O Westminster Abbey as the last resting place or me late Premier is in the north transcept, where he beried Canterea, 'h, Wilberforce, the Canningre, Charles James Fox, the Ear,' of Chatham and his brilliaht son, and a lact of worthing vince names have adorned this country's history. The gr. ve is close to the hideous menument of Lord Chatham at the great north door, emering from St. Margaret's church, 'ard, and on one side of the grave less the body of Fox, and on the other those of the two William its.

The casepe will consist of a beat, 'C drawn by six,

Bew Steamship Line from Liverpool to New York.

[From the London News, Oct. 25.]

The progressive increase of steamships for passengers and freight between Liverpool and New York is remarkable. It is not a very long time since this business was exclusively conducted by sulling packets, which were doubtless the finest of their kind, and objects of interest to every one visiting the Liverpool and London docks. Their average passages then were about twenty-four days from the United States, and thirty-two days westward, but frequently much longer in winter. By steam the voyage is now reduced to considerably less than half, which, as with railways against coaches, has greatly increased the traffic. We are now informed that another weekly line of large steamships have some time ago been contracted for by Messra. Guion & Co., of Liverpool, to sail between that port and New York. The new vessels will commence early next year, and until then other well known Atlantic steamers will take their place. The first of these, the Moravian, will be despatched on the 9th of next month, and every succeeding Thursday a similar departure will take place. This makes five weekly steamers plying from Liverpool to New York.

THE FENIANS.

The Senute of the Fenian Brotherhood-Final Adjournment After a Two Weeks' Session-Appointments of Offi-cers and Canvassers-Finance Measures. &c.

Tuesday evening, after a protracted and laborious session of two weeks. They appointed a finance secretary, a secretary of the military department, trustoes to take charge of funds, a treasurer, under some five hundred thousand dollar bonds, and some six general organizers

charge of funds, a treasurer, under some five hundred thousand dollar bonds, and some six general organizers or eanwassers, and one or more clerks. The names of appointees are not yet published. They are understood to be capable and of superjor integrity. It is said that men of real worth and good status are now working in good heart. The affiliations with the central movement in Ireland are drawn fresher and closer by the operation of the Senate. Some of its members were fresh from the home scenes, and, with the unselfish convictions of true men to guide their actions, open frankness and full, straightforward co-operation and confidence were the order towards the men in the gap.

The records of the Senate are being revised, and in a day or two it is expected instalments will be given to the press. The Senate has the power of naming the period of its adjournment and the day of its next assembling, the body being in this particular unified the council of the old constitution, which could not assemble except through the call of the executive officer. It is finought the Senate will assemble again some time during the winter. The operation of the finances, however, may determine this. Restrictions, guarantees and general regulations regarding the operation of the bond loan were effected, and it is expected that the rank and file and general people will have the satisfaction of knowing that their contributions go straight to the assigned destination without let or his-drance. The gentlemen from the Western States leave for their homes to-day. Four of the Senators—Colonel W. R. Roberts, P. J. Meehan, Patrick O'Rourk and E. V. Carey—being residents of this city, and hence convenient to the administrative offices, have devolved upon them many of the Senate functions in the interim of adjournment.

Movements in the Interior—Strength of the Paraguayan Forces on the Paraguayan Forces on the Parana—Dissatisfaction with the Government at Rosario—The Entre Rios Cavalry Marching—Chace not Invaded by the Paraguayans, &c.

(From the Buenos Ayres Standard, Sept. 16.)

Yesterday the Argentine steamer living arrived in the Tigre, bringing mails and passengers from the interior. In the city of Santa Fe attended,

General Mitre was to leave Santa Fe on the 15th for Rosario, there to ship his men and start for Rosario.

People still seem to think that Telmo Lopez meditates an invasion. The guide who conducted Lopez and Carrers to Empediand was caught by the Correntine outposus and immediately shot.

A private letter from Telmo Lopez to one of his friends states that the Paracuayan army on the banks of the Irrana numbers twenty-seven thousand, which is divided into three columns—first at San Eque, second at the Estancia Aloza at the paso de Aguirre, and the third at Chevas; that Errasquin, or Rasquin, is the Commanderia-Chief. The baderies are commanded by Colonol Brugues, and mount seventy guns.

The lather of Telmo Lopez fought under Belgrano, and was made prioner in Paraguay. He escaped, and afterwards became Governor of Santa Fé.

In focario there is a decidedly strong feeling against the government for attaching such importance to the canard about the invasion of Gran Chaco. A correspondent, in the Cosmopolila, openity charges the authorities with having forced black mail from the townspeople. Some persons had to pay one hundred Bellyrans to escape sleeping all night in the barnecks. All the horses in Rosario have been swept away and all the native peons.

The Jefe Politico of Rosario his received increased powers, and his jurishiction has been gready extended. He is now armed with all the powers of the Executive as fair as regards Rosario.

Our special correspondent from Parana, under date of the 13th inst. writes as follows:—

This week there is no news whatever, only you will see by the Pa mas that the cavalry o

The Thirty-minth Street Marder.
CORDER'S INQUEST AND VERDICT OF THE JURY.
Yesterday Coroner Collin held an inquest at the Twenty first precinct station house on the remains of Daniel result of a stab in the neck, received during an alterresult of a stab in the neck, received during an altercation with John Goodman, while the parties were in the
porter house at the corner of Thirty-ninth street and
Second avenue, on Tuesday morning. The testimony
adduced failed to make public any new facts, it being
shown that a deadly frud had long existed between both
men, and that on the morning of the nurder the deceased
had been sexed into the porter house for the ostensible
purpose of effectuar a reconciliation. The parties retired to a room in the rear. After a few minutes had
elapsed Mactionald reashed out, bleeding profusely from
a wound in his neck, and shouting as he pointed to
Goodman, "That son of a bitch has stabbed mel"
Irs. Thomas Robinson and Christopher Welly made a
post-mortem examination of the remains, and found a
stab wound on the left clavicle, about two and a half
inches from the median line of the neck. The wound
was externally one and a quarter inch in length, and
ponetrated downward to the depth of about three inches,
completely severing the left subclavian artery. The
physicians agreed that this wound was the cause of
death.

The jury found that "the deceased came to his death
by a stab wound in the neck, and, from the evidence adduced, we think at the hands of John Goodman."
Goodman was then examined, and stated that he is
twenty-seypy years of age, a naily of New York, and
lives at No. 193 East Thirty-ninth street. He is a stable
keeper by ox-'upsilon. He claims that he is innocent of
the homicide.

The deceased was thirty-eight years of age, a native of
Freland and reside. In the Second avenue, near Thirtyeighth street.

Court Cate wdar—This Fig. y.

Surnams Court Cate wdar—This Fig. y.

Court Cale Mdar—This Day.

Surness Court—Chan 97.—Part 1.—Nos. 2042, 1213, 1668, 1184, 704, 1974, 2385, 1097, 1461, 2374, 1733, 1199, 2525, 537, 2506, 7, 601, 521, 1815, 1899, Part 2.—Nos. 2516, 2428, 2484, 24 0, 2306, 1175, 2384, 946, 2176, 2314, 2204, 2284, 2386, 236, 2143, 2246, 2280, 2302, 2310, 2106

THE EXPLOSION ON THE ST. JOHN.

perta-Death of Mr. John F. Cunning-ham-Precarious Condition of Several

men forming this body were .—Watson A. Fox, Stevens House, foreman; G. W. Littel, 121 Charles street; J. Kenworthy, 161 Charles street; F. Wortman, 543 Green wich street; E. B. Spalding, 244 West Fifteenth street; John T. Henry, 24 North Moore street; James Caulfield, 279 West street; Timothy Maxwell, No. 3 Centre Market piace; H. D. Goodwin, 495 Greenwich street; George H. Mackay, 406 West Twenty-third street.

or persons are golly of any neglect, or carciessness, by which the lives of the parties were lost, it is your duty, no matter who they may be too bring a verdict against them, that they may be dealt with as the law may decrease them, that they may be dealt with as the law may decrease them, that they may be dealt with as the law may decrease them, that they may be dealt with as the law may decrease them, that the look of Merritt S. Brooks, on board the steamer St. John, on Sanday, Oct. 29; there were marks of severe scales on nearly its entire surface; dath, in my opinion, was the result of the scales, and must have been almost if stantaneous; at the same place and time I examined several other bodies, they all hore marks similar to those of the decorated, and duel from the same cause.

Witham H. Colegrows, being duly sworn, deposes and says.—I reside in Albany, and am clerk on board the steamer St. John; I was on board on the morning of the disaster; I wisted the several stateroms after the explosion; Mrs. Wallaber and har two children were in room No. 21, which was boside the boiler; Mrs. Archambault was in the same room; In has since died; Mr. Brooks was in room No. 26, Mr. Rey nolds occupied room No. 43, of the upper tier; all these rooms were near the boiler, and their innale were killed instantly; Mr. and Mrs. Lyons were in room No. 33, about fifteen feet distant from the boiler; Mr. Northrop occupied room No. 35, about fifteen feet distant from the boiler, and their innales were killed instantly; Mr. and Mrs. Lyons were in room No. 36, upper tier; this room was office of sixty feet distant from the explosion took place; John Anderson was on the main deck at the same time; generally the passengers select their own rooms; I have my own choice, and usually take rooms fore or at of the boat; my family and self had a room directly beside the boiler, to profit by the warmth; the officers of the boat; How the main deck at the same time; generally the passengers on board; some seventy-five or eight; men formed t

the highest presente we carried that highest presente we carried that highest presents to the explosion; or coming on watch I examined the boilers to see the quantity of water in each; the glanes to see the quantity of water in the boilers; the boilers seen the quantity of water in the boilers; the boilers seen the quantity of water in the boilers; the boilers seen the quantity of water in the boilers; the boilers seen the glanes of the glanes of the glanes of the carry thirty-five pounds of steam, and have the safety valve weighted to ascerta'n the exact pressure; I examined the register on the port boiler two minutes previous to the explosion, and noted the pressure; we pour cold water in the hollers about two hours after leiting out the steam and boil ng water; when cold water is injected into the boiler when the boiler is too hot it injures the receptacle; the boiler parted just in the track of the chief when had cut into the from; we unaulty 'hall out' one of the fire's when between Hobben and Ryt. Let, when the explosion tool, planes are the explosion previous to aching as such on the St. John; I think the chisel cut altuded to might have weekened the boiler sparted given on board the Entekerbocker and Hendrik Hudson previous to aching as such on the St. John; I think the chisel cut altuded to might have weekened the boiler, but cannot express any definite opinion as to the true cause of the accident.

Isaac W. Canfield, being duly sworn, deposes and says.—I live in Nyack, N. Y., and am an oiler on board the St. John; have been an oiler for the past two years; I have worked the engine under the directions of the second engineer and in his presence; he was trying to teach me te run an engine; at the time of the explosion I was stitung in the engine room, and the second engineer was just coming in.

Joseph Jackman, being duly sworn, deposes and says.—I live in Buffalo, A. Y. Yand an an oiler on board the steam contones with all the boilers, and the pressure is shown alike in all the gauges; sometimes we pou

People's line; we accepted the offer of twenty-nine and a half cents a pound for the iron to be used in the construction of the boilers (the witness here read the specifications of the agreement entered into between Crowbanks & Thealt and the People's line); I am not a boiler maker by trade, but a machinist; I gave special instructions to my foreman to spare neither pains nor expense in their construction; Mr. James Hook often visited the shop while the holiers were being built; he examined them frequently, and said that the work was well done; I was present when they were tested by a cold water pressure of fifty-two pounds; the makers are not held responsible after the boilers have been examined by government inspectors.

George Andrews, being dold warm, deposes and says:—I live at No. 52 Harrison structions to make the boilers shop; I received instructions to make the boilers of the St. John in the best manner; sheets of iron are tested by sound and by being heated and allowed to cool off, observing if the weakened parts differ noder; the iron used for the boilers of the St. John was tested by being beaten with a hammer, the sound showing prelty accurately whether the sheets were properly welded or not; the boilers were braced at intervals of from seven to eight inches; I know of no imperfect iron which was used in the construction of the boilers of the St. John; I think there must have existed a small leak in the boiler, which wore away the iron and weakened the sheet; the effects of this leak, particularly when combined with the effects of constant pulsation, finally caused the explosion.

The taking of other testimony was then adjourned until this afternoon at one o'clook.

Mr. John F. Cunningham—who, with his wife and two daughters, were so badly scalded on the St. John—died yesterday. Mrs. Cunningham is in a botter condition than either of her daughters, who were so badly scalded about the feet that the toes are coming off at the joint of the disaster; yet it is possible that several more mannes will be

Yachting. TO THE EDITOR OF THE HERALD.

PHILADELPHIA, Nov. 7, 1805. your paper of November 1, under the head of Yachting, is a letter from Mr. John A. Forsyth, dated October 25, give a full and true statement of the Madgte and Josephine, I now ask you to oblige me by publishbuilders of the yacht Palmer, which will fully answer Mr. Forsyth's communication respecting the Palmer in your journal of November I and end my newspaper correspondence with Mr. John A. Forsyth. Yours, &c.,

R. F. LOPER,

Philadelphia, Nov. 7, 1865.

R. F. LOPER.

Captain R. F. LOPER:

PHILADELPHIA, NOV. 7, 1863.

Captain R. F. LOPER:

Sir.—In reply to your inquiry of the 2d we have to inform you that we built, under contract with you, the yacht Palmer. At the time the contract was made you had the model of the yacht Josephine. All the difference that is now between the Josephine and Palmer was then explained to us in the minutest manner and fully understood by us. The contract was signed before we saw or heard of Mr. John A. Forsyth or his model, with he alleges was made at Mystic, Coun, to build the Palmer by. Now, we positively assert that the yacht Palmer was not built like the model which Mr. John A. Forsyth made at Mystic, but was built by us, under your sole direction and superintended by Mr. Forsyth. We also positively say that the only true model of the yacht Falmer is now with you and curselves. Mr. Forsyth, whilst superintending the yacht Palmer, intimated that he did not get enough-pay, and would rather work. We then hired and paid him the same wages as the other men received, viz:—\$3.50 per day, for forty and one-fourth days. In moulding the frame there was more timber left, on account of being bevelled wrong, than we ever had on a ship of eight hundred tons. We think his intention was to use up all the money we got for the contract. There seemed to be a lack of judgment in the flashing of the work, and altering the same two or three times on nearly every portion of the hull, until it consumed about all the contract price for the bull and delayed the vessel near four weeks. Respectfully yours, &c.,

Serked OP THE YACHT FALMER.

(From the Narrazansett Weekly, Oct. 26.)

SURELY, HILLMAN & STREAKER.

SURED OF THE YACHT FALMER.

[From the Narraganest Weekly, Oct. 26.]
On Friday last the Falmer came from Hoboken to Stonington and on the way did some tall sailing. She left Hoboken at twenty-five minutes past eight A. M. and reached Stonington at ten minutes past four P. M., making the distance in seven hours and forty minutes. At one point in the voyage she made twenty-five miles in just an hour. She had on board Captain William Spencer and Captain Alexander Palmer; of Stonington, and Captain Sylvester Gavit, of Westerly. Her sailing crow numbered seventeen.

entative of Maximilian at this port, sailed on

By general orders, October 16, 1865, Colonel John S. Piatner, late of the First United States veteran cavalry, has been brevetted a brigadier general, to date from March 13, 1865. General Piatner's record is a glorious one, and one attributable wholly to his individual merits. Originally entering the service as a lieutenant of the Thruy-third New York State Volunteers, he participated in all the battles of the Peninsula and other campaigns, and had risen to the grade of major at the period his regimental time expired. The General re-enlisted as lieutenant colonel of the veteran regiment he commanded at gimental time expired. The General re-enlisted a tenant colonel of the veteran regiment he comman the expiration of the war, and has now received a cognition of the dignity and respect to which he nem services entitled him.

In the matter of William Chase Barney, recently arstands charged, jointly with Bentian Pablan, with hav-ing attempted to defraud the United States government ing attempted to defraud the United States government out of forty thousand deliars by means of executing begus bonds as securities for the purpose of withdrawing three hundred barrels of alcohol from the Custom House, Justice Dowling yesterday rendered his decision in relard to having jurisdiction in the matter. He decided that he had fall power, and accordingly proceeded with the investigation. Mr. Nelson K. Wheeler, Deputy Collector, made an additional affidavit showing the modus (perandi in detail of withdrawing goods from the warehoused-partment of the Gustom House. Without introducing further testimony the hearing was postported bill a future day. The defendant Fabian has not yet arrived from Richmond, Va., where he was arrested some days ago by the United States authorities.

DANGEROUS STABBING APPRAY. James Oliver, residing to Albany, and John Barry be came involved in a quarrel corner of Houston and Crosby streets, about five o'clock yesterday morning, during

SHOOTING APPRAY IN THE BOWERY.

Francis Mahady was arrested in the Fourteenth precinct late on Tuesday night, on the complaint of Michael Neville, residing at No. 32 Hester street. Neville was in the Bowery when the prisoner accosted him with the remark, "You want to fight, you son of a bitch? I'll fight yeu," and at the same time discharged a pistol, heavily loaded with powder and bail, at Neville, but without effect. Mahady was subsequently arraigned before Justice Dowling and held for further examination. ARRESTS FOR PASSING COUNTERPEIT MONEY.

More of the counterfeit ten dollar bills on the Albany City Bank were in circulation yesterday. Detective McCarthy, of the Twenty-ninth precinct, arrested Christopher Blake for attempting to pass one of the counterfeit ten dollars at the store of James Pollock, No. 433 Sixth avenue. In possession of the prisoner was found a counterfeit ten dollar bill on the Thompson Bank, of Connecticut. Blake was taken before Justice Ledwith and locked up for trial in default of one thousand dollars bail.

Heary Meyer and Julius Sleighrman tendered one of the counterfeit ten dollar bills on the Albany City Bank at the saloon of Geo. Hoppe, No. 139 Bowery, in payment for drinks. They had previously offered a similar bill to Wm. Beumme, No. 217 Centre street. Meyer and Sleighrman were arrested and committed for examination by Justice Mansfield.

Mary Ann Johnson was taken into custody by officer pickwon, of the Eighteenth precinct, for attempting to pass one of the counterfeit ten dollars at the liquor store of Fatrick Conway, No. 221 avenue A. In payment for liquor. Justice Ledwith committed her for trial in default of the hundred dollars bail. She is twenty years of age and lives at No. 431 East Sixteenth street.

Van Gelden.—On Wednesday, November 8, Catharine Eliza Van Gelden, aged 23 years.
The friends and relatives of the family are respectfully invited to attend the funeral, on Friday afternoon, at one o'clock, from her late residence, 147 Broadway, Brooklyn, E. D.

E. D. [For Other Deaths See Second Page.] SHIPPING NEWS.

SCN RISES 6 30 MOOF RISES eve 11 16
SUN SETS. 6 40 MIGH WATER eve 1 16

Port of New York, November 8, 1865.

CLEARED.

Steamship Vera Cruz, Murray, Havana and Vera Cruz-C.
Whitney
Steamship Mariposa, Howes, New Orleans—J A Raynor.
Steamship Nettle Bell, Davia, Mobile.
Steamship Weybosset, Parrish, Savannah — Wakeman, iookin & Dickinson.
Steamship Euterpe, Eldridge, Savannah—Livingsten, Foz. Co. A Co.

Siesmaship Startigist, Pedrick, Charleston—Arthur Leary.

Siesmaship Usenic, King, Norfolk, City Point and Riemmyd—G Heineken & Palmare.

Siesmaship Albemarle, Bourne, Norfolk, City Point and

Richmend—Livingston, Fet & Co.

Siesmaship id H Siest, Borlien, Washington—J Hand.

Siesmaship id H Siest, Borlien, Washington—J Hand.

Siesmaship Kalcon, Advisch, Ballymare—J 68 Runth.

en. Sloop Sophia, Parsons, New Haven—H S Rackett & Son.

was lor!.

Birk Mcteor (Brem), Doscher, Iquique, Peru, 76 days, with saltpetre, hides, &c, to Chas Luling & Co.

Bark Mozart (Brem), Hunteman, Bremen, 34 days, with make and 332 passengers, to Chas Luling & Co.

Bark Chiton Br., Stafford, Havana, 11 days, with sugar, to Napier & Welsford. Had very heavy weather; spring a lenk, lort and split sails, stove bulwarks, and did other damage. damage.

Bark George S. Funt for Bultimore, MdA, Mitchell, Apalachicola Oct 23, with cotton, to Brett, Son & Co. Sid in company with base Mary Lucretin, for Row York, Co. Sid in company with base Mary Lucretin, for Row York, Co. Sid in company with base Mary Lucretin, for Row York, Co. Sid in company with base Mary Lucretin, for Row Gande Rept 14, with wook, hides, &c. to Octicate & Co. Sept 20, in a heavy blow from the north, carried way maining to Sept 20, in a heavy blow from the north, carried way maining to the Co. Sid & Co. Hall, Jacksonville, 12 days, with Imaley to livet, Son & Co. Hall, Jacksonville, 12 days, with Imaley to livet, Son & Co.

for Horn River, 8 days out.

Schr Meden (Dutch), Maniyes, Rio Grande, 65 days, with wool, bides, &c. to Funch, McLucke & Wendt, Edward, with logwood, &c. 1 less (Br), Cumming the logwo

wool, bides, & to Famil, Mchicke & Wendt,

Sehr Lord of the lists (Br), Cumnings, Jeremie, 2) days,
with logwood, Asado Brett, Son & Co. From lat 23 to 35
passed through a quantity of wrecked stuff, 7th inst, in a
heavy blow from SW, carried away jibboom.

Schr Rebecca Kingth, Boynton, Virginia, 2 days.

Schr May A Irvin, O'Brien, Virginia, 2 days.

Schr May A Grocker, Fish, Virginia, 2 days.

Schr E R Kirk, Burnett, Georgetown, 4 days.

Schr J P Cake, Endicott, Georgetown, 4 days.

Schr S E Jayre, Russell, Georgetown, 9 days.

Schr Col Jones Hal, Baltimore, 3 days.

Schr S M Sherman, — Providence for Philadelphia.

Schr L S Watson, Wells, New Haven.

Bars Sanas Payson (Br.), Dakin, at Charleston from Cardiff, reports on the 23d and 28th of October, of Absec-had a heavy son, accompanied by rain equalls, but 160 gale; wind from the southeast, has had light winds most of the

Parsage.

Been Unia (Br.), Lincoln, from Leghorn bound to New York, \$8 days out, put into \$1 Georgee, Bermada, 30th oit, in want of provide na, spars, salls, &c.

Bries Enia Reep. Tizo, from Philadelphia for Havana, was abandoned on the 26th oit. (See news columns.)

Bries Mary Evans, of \$1 Andrews, NB, with a cargo of barrels and staves, is ashore near Absector, high and dry.

Bug os Fries—Mark alleman, Nov 7—There is a brig off this port on fire. She seems to be loaded with lumber or hay. No other particulars.

Bug on Figs.—Mar arguman, Nov T—There is a brig off this port on fire. She seems to be loaded with lumber or hay. No other particulars.

So other particulars.

Some Many, while attempting to error little Egg Harbor Indet. 28th all, mistook the chansel, and grounded in the some point of Short Beach. Cartain these idorant as wrecker, contracted with her captain, Win M Etrly, to bring her into the harbor for one thousand deliars, which he succeeded in doing, being three days in getting her signal. Finding she was leading very bad. Captain Hordor run her agon a sand bay in the harbor, and her cargo of railroad iron was discharged, and will be reshipped. The Mary was bound to Richmond. She is owned in Bultimore.

Henn Sanan Heirer, Fennimore, of and from Philadelphia for Newhartyport, arrived at Newport on Monday evening, harbing expected sections of Goat 181. In going into the harbor man, harbing expected exhausted. In going into the harbor point, she lue easy, but will have to discharge a portion of her carge of coal before coming off. Wreakers were alongable yesterday morning.

Schu H H Graveland, Thomas, from Camden for New York, with a cargo of granite, was run into by schr Courier, of Boston, 6th list, of Chatham, and as badly damaged that she was abandoned in a sinking condition. All the orew were saved. The H of the surface in a sinking condition. All the orew were saved. The H of the surface of the surfa

plate, and rated A25.

Some Julius Wein, from Elizabethport for Providence, was at anchor in West Bay 7th inst, with howerst, jibnoon and head goar carried away; and otherwise much demaged, having been run into on Monday evening near Dutch Island by a sidewheel steamer. She was in want of a steam tug to take her into Providence.

Some Wis Chawroun, of New York, from Philadelphia for Newburyport, with coal, was faller in with in a sinking condition, 6b inst, laving sprung a leak the night previous. The crew were saved and landed at Holmes' Hole, Previous.

ber and plaster, was driven asia re at Hampton Falls aunday night.

Calcutta, Sept 22—The Simia, American ship, Porter, from Boston, which arrived Aug Sl, grounded above Fultah Point Sept 4; she is now in dock.

The Helvelia, American ship, Bellany, for New York, grounded for a few minutes at the upper part of the Bangafulla Channel Sept 2. She afterwards proceeded to sea, and is said to have sustained no injury.

Synney, Aug 22—The Louis Kniffler, Seemann, from Newcastle for San Francisco, which put into Moreton Bay Aug II leaky, and with part of cargo thrown overboard, would discharge.

The Lubra, Howes, from Newcastle (NSW) for San Francisco, put in here Aug 4, leaky, but after discharging a part of the cargo found the leak and stopped it, and will proceed to day.

Worter States Curron House, Collecton's Office, New Orleans, Oct. 27, 1895.

Masters of vessels are notified that, in order to carry out more effectually the laws and regulations relating to the transportation of merchandise in bond, both for the security of the payment of duties on imports and the internal revenue tax, merchandise shipped under bond 50 this port must in no case be delivered to consignees, except under a permit from this office.

Docken. Col. **Louis Port IA lat**

Epoken. Col. **Louis Port IA lat**

this office. JA STOCKDALE, Special Deputy Collector.

Spoken. Cc.

Ship Lalla Rookh, from London for New York, Oct 16, lat
43 10, lon 55 55.

A ship, with painted ports, eteering S, Oct 29, lat 28, lon 79
20; had lost main and missen masts.

Brig Lydia H Cole, from Maianzas of and for New York,
Oct 28, off Grocin Ref.

Brig William Welsh, from Philadelphia for Laguayra, Nov
1, 20 miles S of Hatterns.

Brig Marshall, 35 days from Const of Africa for New York,
Nov 4; lat 59 64, lon 73 50, with loss of maintopmast, topgallantmast, split salls, &c.

Schr G L Nickerson, of New York, Oct 28, off Caryafort
Reef Lighthouse.

Foreign Power.

Schr G L Nickerson, of New York, Oct 28, off Caryafort Reef Lighthouse.

Foreign Ports.

Anywer, Oct 22—Arr Lillian, Mahon, Philadelphia; 26th, Geo Crump, White, do.

Berns, Oct 25—Arr Lafayette (a), Bocande, Nyork, Berns, Oct 25—Arr Lafayette (a), Bocande, Nyork, Berns, Oct 25—Arr Lafayette (a), Ottendorp, Nyork, Berns, Oct 25—Arr New York (a), Ottendorp, Nyork, Berns, Oct 25—Arr New York (a), Ottendorp, Nyork, Berns, Oct 25—Arr New York, Oxford, Nyork, Berns, Oct 25—Arr New York, Nyork, San Francisco, Bancziona, Oct 19—Arr Virtuosa, Zolucia, Nyork, Remeion, Oct 25—Arr Dark Winnifred, Pinney, Richmond, Va, for Pernambuco, put in for medical and, &c. 20th, brigs Unia, Lincoln, Leghenn for Nyork; Gen Marshall, Ellie, Bangor; 31st, bark Ellia Barss (Fr.), Frith, New York, Cld 27th, etch Meteor, Durscombe, Nyork, Candrer, Oct 25—Arr Nauthus, Stoffens, Nyork, Chyre, Cet 18—Arr Samson, Davis, Nyork, Chore, Cet 18—Arr Samson, Davis, Nyork, Chores, Oct 17—Arr Adrio, McKeonie, Philadelphia, Calcutta, Oct 12—In nors dure Eigabo, Sheffield, char-

Cld 6th, schr Eelipse, Copp, NYork.

APALACHICOLA, Oct 33-16 port barks Annie M Gray, Gray, for New York 20th; Burnside, Pendomast, for do, Idg., Washington Butcher, Nickerson, wtg cargo, Sid 23d, bark. Mary Lucrota, Bowers, NYork.

BOSTON, Now T-Ary steamer Tonawanda, Berry, Hawana, vin Norfolis, barks H E Spearing (Br.), Rugers, Ceconstadit, Canoy S of t8r), Small, Archaned; Autonata C Small (Br.), Gett, Trimidad; schrs Amazon, Br.), Munchy, Turks telands; E M Dyer, Rich, Georgetown, De', Muncho, Twoen; Waves Cress, Davis, and D S Mershon, Aden, Philadelphih; Wins, Jones, Munrus, and Mary Standish, Cark, Jersey City. Cld Br steamship Archa, Anderson, Liverpool, Bit Halitax, Irig Raven, Paterson, Ballmore; schra Gollen Gate, Havener, Newborn, NC; Neiho C Falms, Hawitt, Georgetown, De', Norah, Clarkson, Baltmore. Sid ship Sooloo, bark Eurosa; beig Rentelphi.

Dubock, Hodgdon, Philadelphia, 5th—Sid sehrs Hlawatha, Tugraham, and Ipdia NYork, PHILADELPHIA, Nov 7—Arr steamers M

NYork.
WickFORD, Nev 3-Arr schr Elm Chy, Kelley, NYork.
Stl. doop Mary Brush, Holmes, NYork.
4th-Arr schr Francis D Decker, Baker, Elizabethport.

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est on favorable terms.

J. L. WORTH, Cachier.
New York, August 21, 1863.

DURYEE'S ZOUAVES, COMPANY C.—THERR WILL be a meeting of this company for an election of second neutenant and non-commissioned officers, Thursday, Novem-ber 9, at 8 P. M., at the Armory, 566 Broadway, over Wood-Bros. W. W. STEPHENSON, Captain Company C.

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